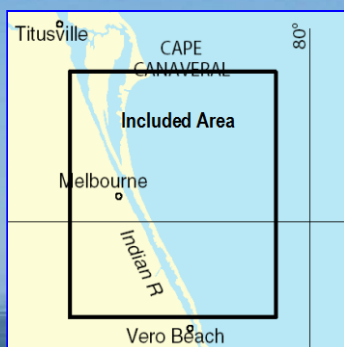


BookletChart™

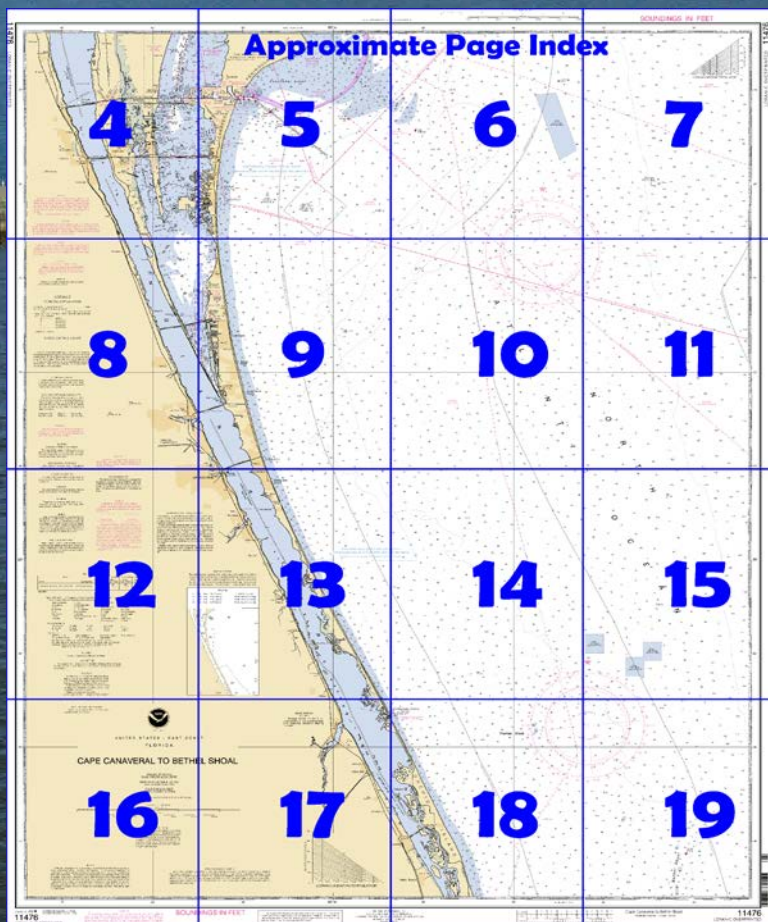
Cape Canaveral to Bethel Shoal NOAA Chart 11476



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11476>.



(Selected Excerpts from Coast Pilot)

From southward of the shoals at Cape Canaveral to Bethel Shoal, a distance of about 43 miles, the shore is straight. The 5-fathom curve is from 0.3 to 1 mile offshore along this section of the coast. A large water tank is prominent about 4.5 miles southward of **Cocoa Beach**, and 13 miles southward of Cape Canaveral Light. **Indian Harbor Beach** is marked by a water tank. **Indialantic** is marked by prominent water tanks.

Sebastian Inlet (see chart 11472) is 36.5 miles southward of Cape Canaveral Light. In 1983, there was a reported controlling depth of 5 feet from the Intracoastal Waterway through the dredged channel of

the inside bar, thence 8 feet to the eastern entrance. In 1983, it was reported that 12 feet can be taken across the bar in smooth seas. The western entrance is marked by private buoys and a light. The entrance is protected by a north jetty, marked by a private light, extending 600 feet from shore and a south jetty extending 500 feet from shore. A steel bulkhead leads in a west-northwest direction for about 1,500 yards from the south side of the inlet into Indian River. The inlet is used by local fishermen and party boats.

Sebastian Inlet is dangerous and particularly hazardous to small boats not designed for the open seas. Persons using this inlet should be experienced boatmen and have local knowledge. It is reported that shoaling exists just north of the south jetty and for about 200 yards to the east of the south jetty. Shoaling also exists in the general area south of the small spoil island between the bridge and the Intracoastal Waterway. Shoals are gradually building up and shifting. Minimum depth in the inlet varies; the bottom is rocky in spots.

It is further reported that the velocity of the tidal currents reaches 10 knots, and turbulence exists between the bridge and the end of the jetties. Anchoring east of the bridge is extremely hazardous, particularly by the stern. Except during flat calms, breaking and confused seas exist off the mouth of the inlet and inside the inlet as far as the bridge.

Conditions worsen with increasing seas or winds and on an ebb tide.

Small boats departing the inlet on a flood or slack tide can find it impossible to return on an ebb tide. While the inlet conditions are generally worse during the winter months, hazardous conditions develop rapidly in the summer in squalls and on ebb tides.

Additional information on local existing conditions can be obtained by contacting the Fort Pierce Coast Guard Station (telephone: 772-464-6100) and asking for the Coast Guard Auxiliary telephone number. A fixed highway bridge, State Route A1A, crossing the inlet has a clearance of 37 feet.

Thomas Shoal, with a least depth of 26 feet over it, is 7 miles eastward of Sebastian Inlet. **Bethel Shoal**, with depths of 29 to 30 feet over it, is 17 miles southeastward of the inlet and 11 miles offshore. A lighted buoy is northeast of the shoal area. A 23-foot shoal spot is about 2.5 miles north-northwestward of the buoy.

Banana River has its southern entrance at **Mile 914.2** opposite Melbourne. The river is used by small boats as a harbor of refuge during hurricanes and storms. In 1976-1978, the controlling depth was 3 feet from the entrance of the river for about 16 miles to the junction with the Canaveral Barge Canal. Mariners are cautioned to carefully follow the marked channel, because there is severe shoaling along the edges in some places.

A marina on the south side of the entrance to Banana River has gasoline, diesel fuel, ice, water, electricity, marine supplies, and a pump-out station; hull, engine, and electronic repairs can be made.

An Air Force **prohibited area** is at the base on the east bank of the Banana River about 5.8 miles above the mouth. (See **334.560**, chapter 2, for limits and regulations.)

A regulated speed zone for the protection of manatees is in the channel and basin at the small-craft harbor on the west side of Banana River at **Audubon**, 1.5 miles north of Canaveral Barge Canal. The area on the east side of the river immediately south of the NASA Parkway is closed to motorized craft from April 1 through November 14 annually. (See Manatees, chapter 3.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800

Table of Selected Chart Notes

Corrected through NM Feb. 13/10
Corrected through LNM Feb. 02/10

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,000 at Lat. 28°05'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE F

CANAVERAL HARBOR CHANNEL

The project depth is 44 feet. For controlling depths use chart 11478.

SEBASTIAN INLET CAUTION

Passage through the inlet is not recommended without local knowledge of all hazardous conditions affecting this area.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY

Use charts 11485 and 11472. The depths and channel markers are not shown hereon.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.025' northward and 0.812' eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE E

Numerous private daybeacons mark Samsons Park North and South Channel.

NOTE D

WEATHER ROCKET IMPACT AREA

Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Melbourne, FL	WXJ-70	162.550 MHz
Fort Pierce, FL	WWF-69	162.425 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

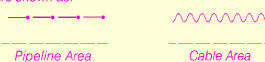
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE C

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40-mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance exists in the area.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

NOTE B

The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Isa isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICHO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	W-HIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

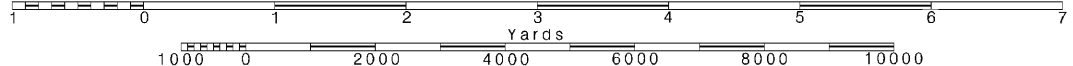
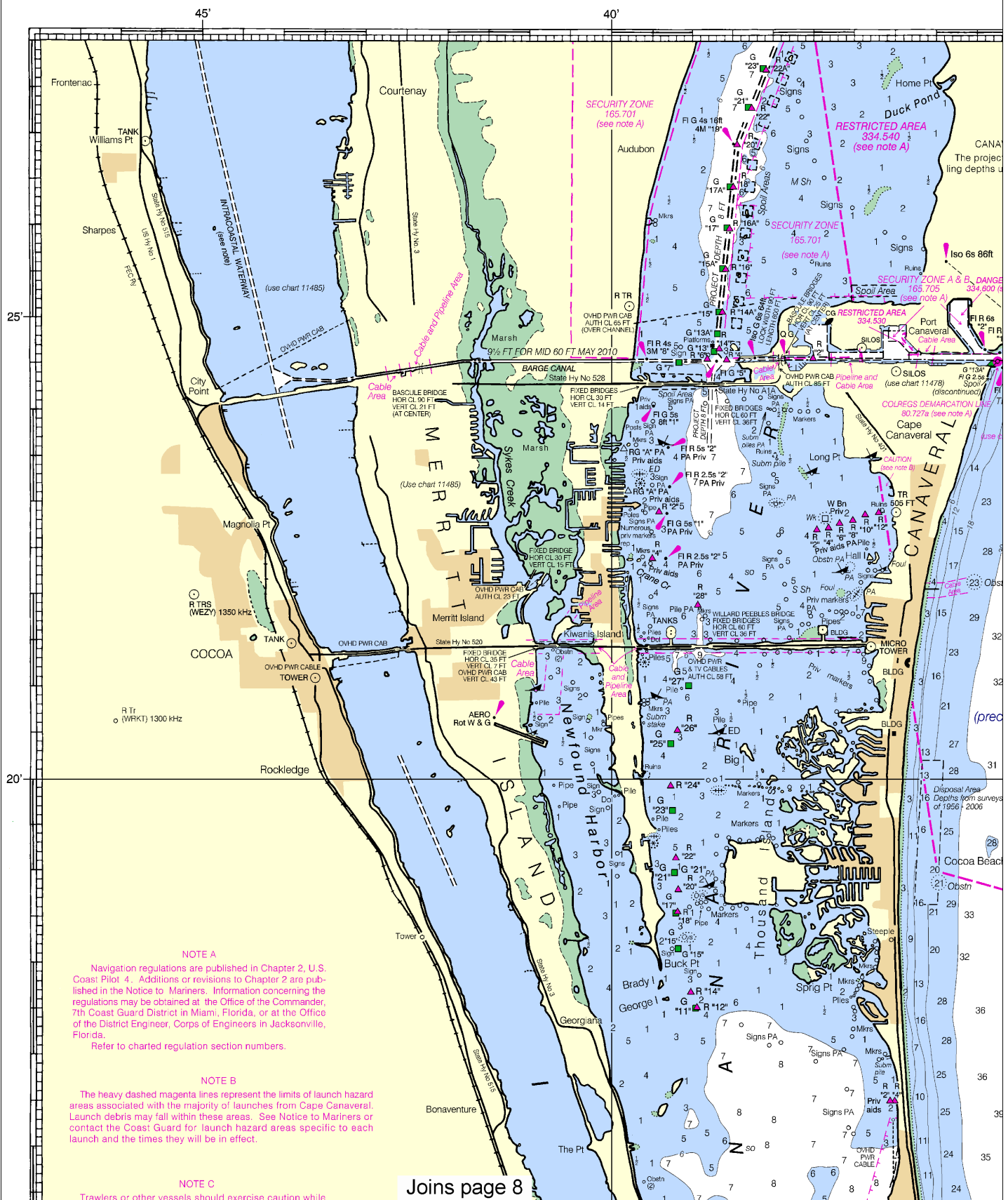
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Oy clay	Grs grass	M mud	S sand	sy sticky

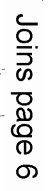
Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
JL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

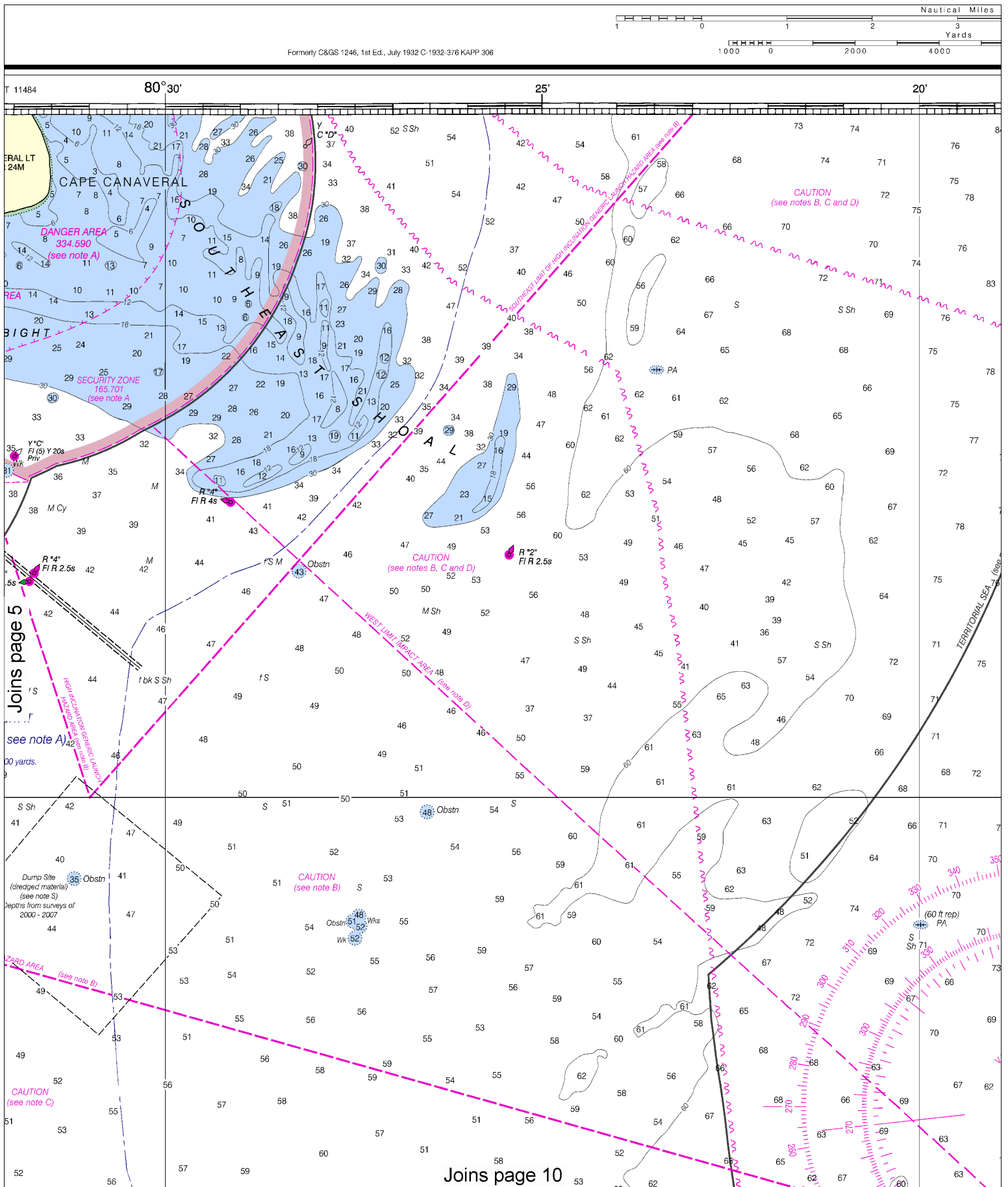
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
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Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Jan 2010)				





5



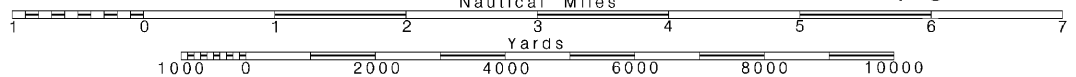
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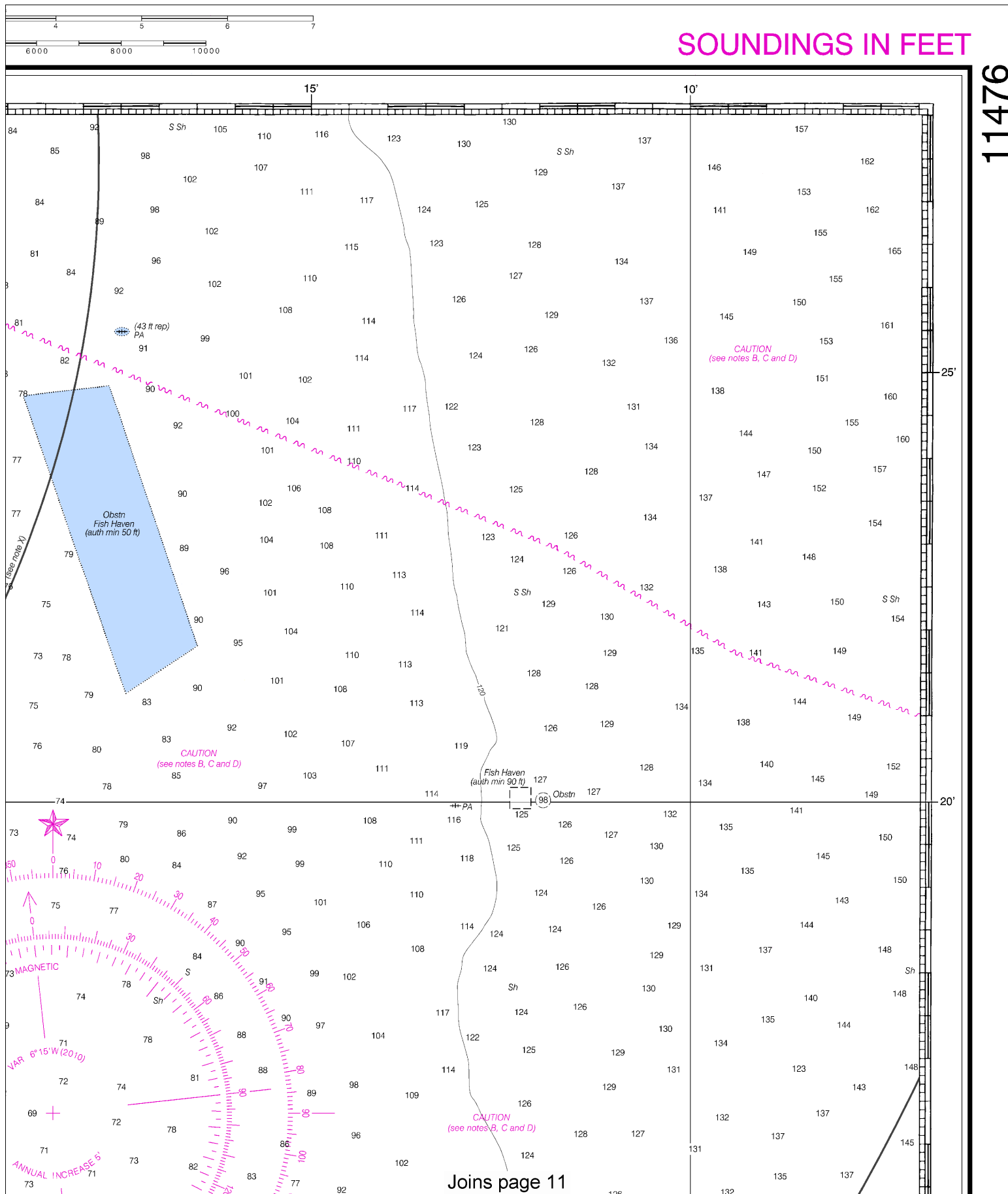
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,
 NGA Weekly Notice to Mariners: 0413 1/26/2013,
 Canadian Coast Guard Notice to Mariners: n/a.

regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

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WARNING

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CAUTION

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For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

INTRACOASTAL WATERWAY

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AIDS TO NAVIGATION

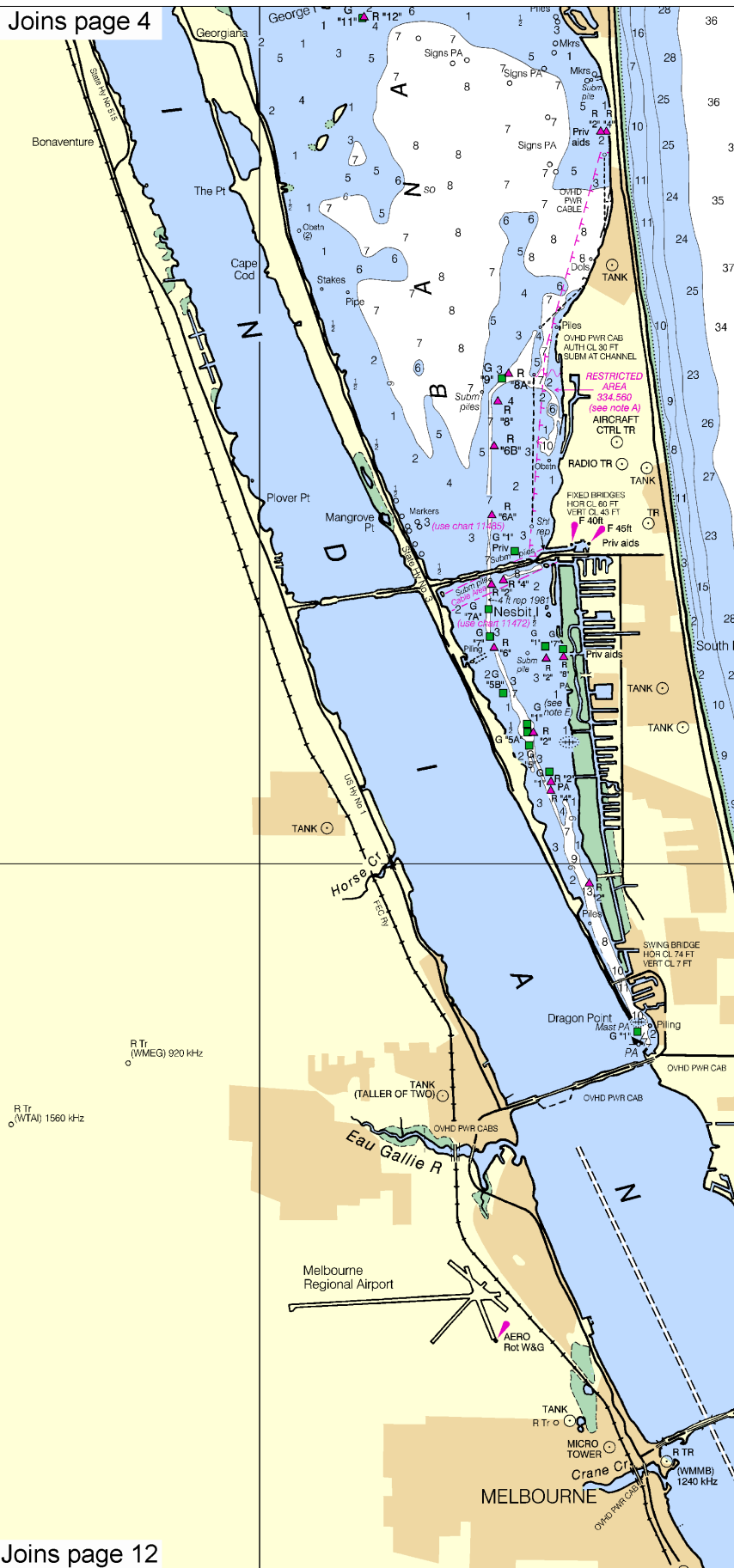
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CAUTION

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Joins page 4

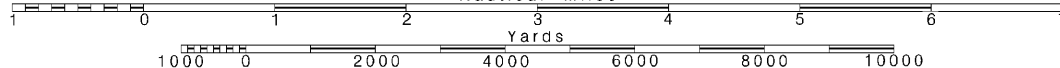
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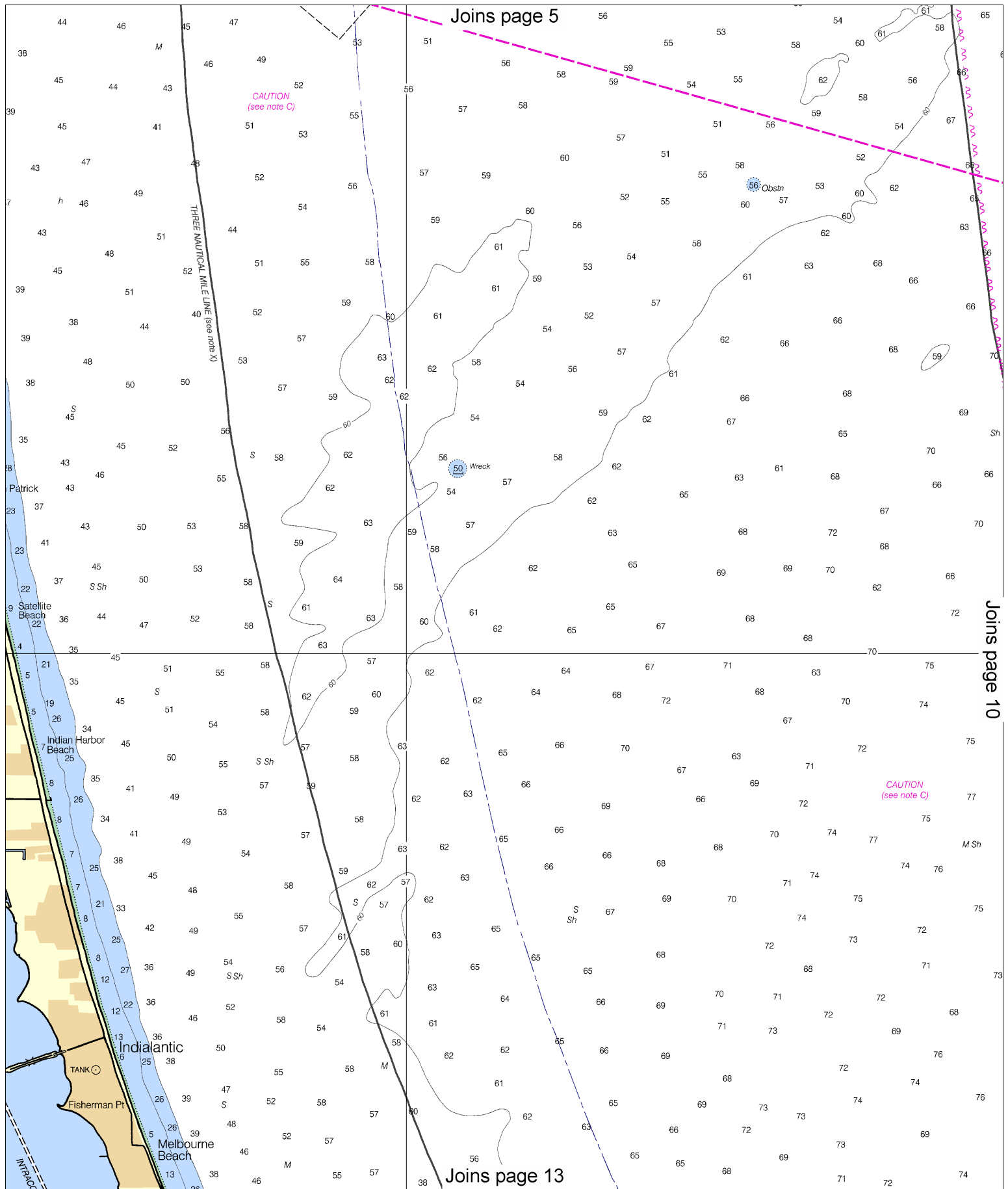
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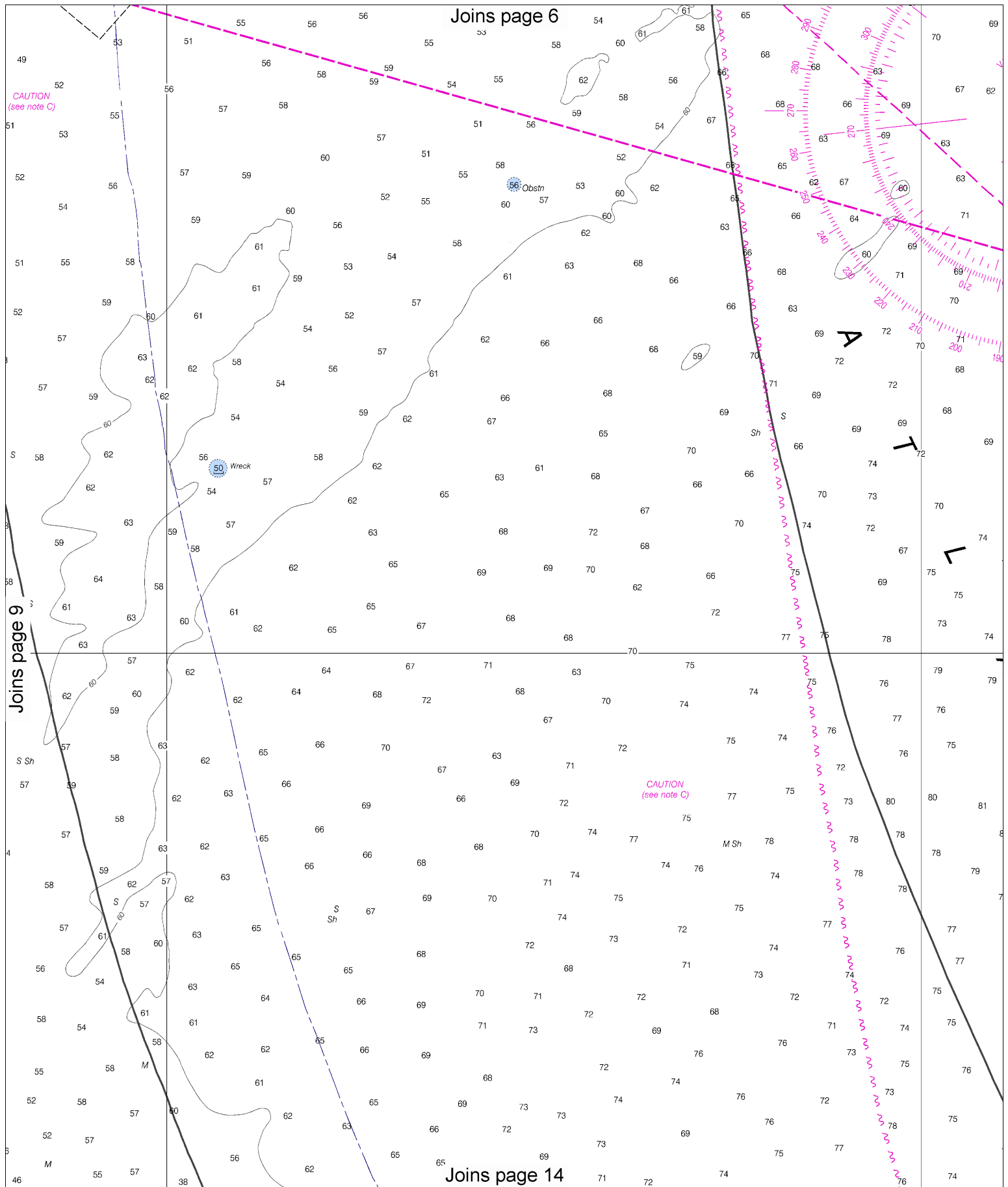
SCALE 1:80,000
Nautical Miles

See Note on page 5.



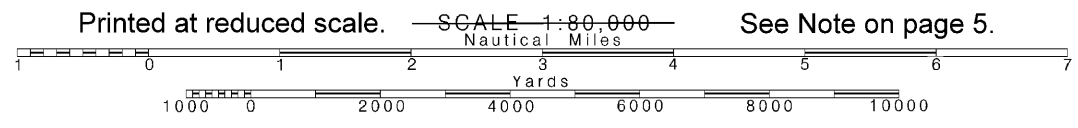
Note: Chart grid lines are aligned with true north.



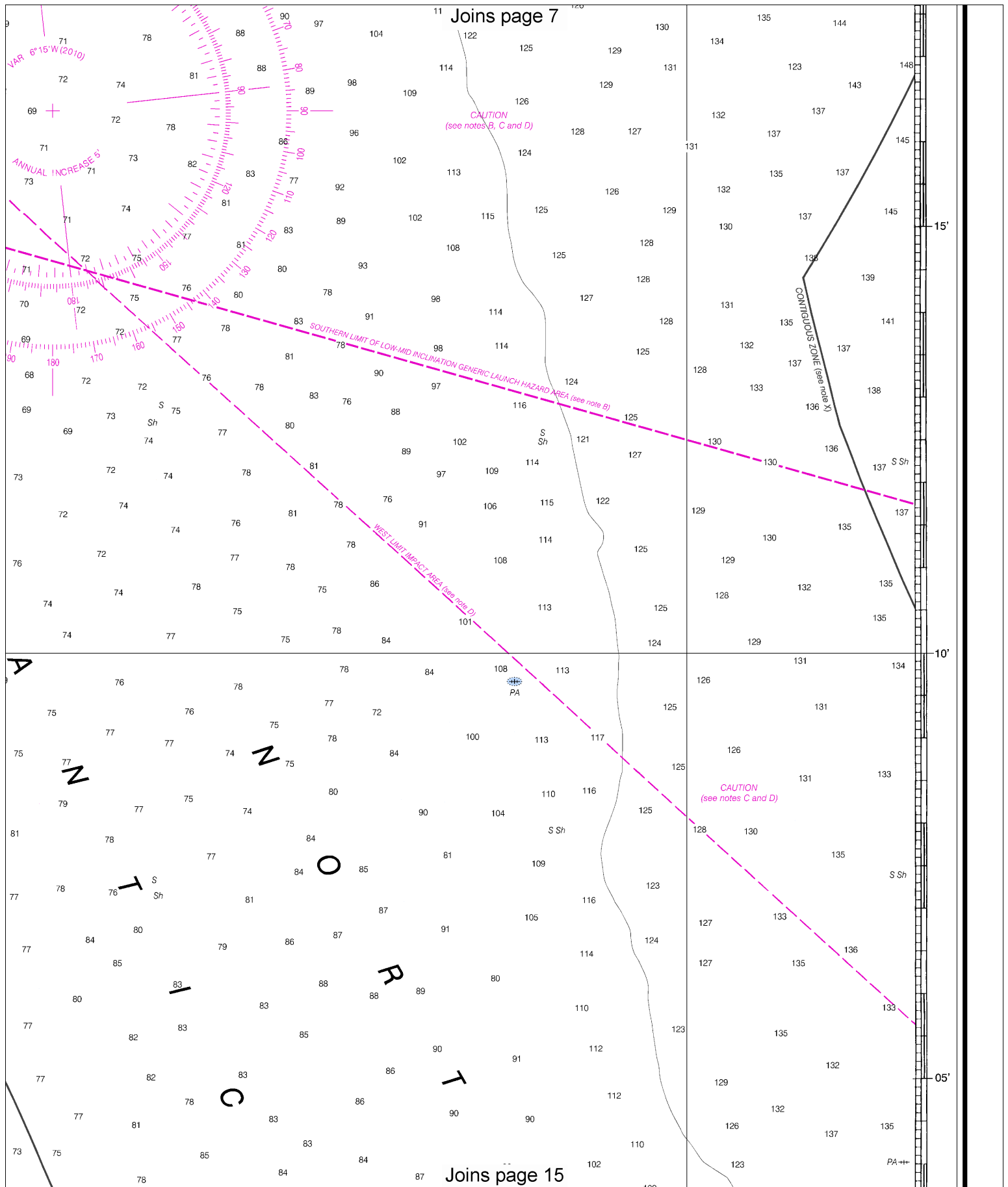


10

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	O quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl fishing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Oy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for impor

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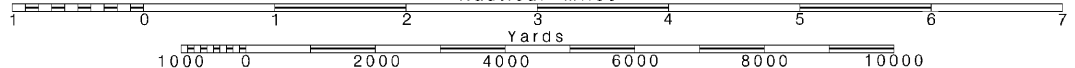
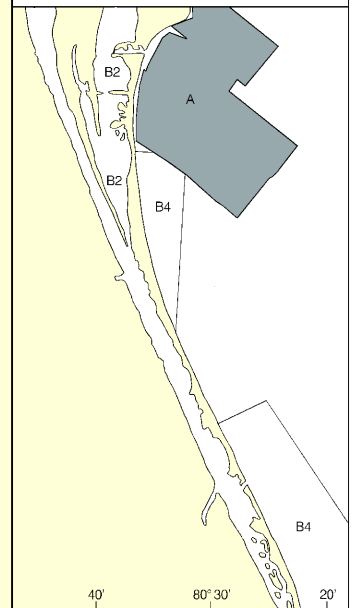
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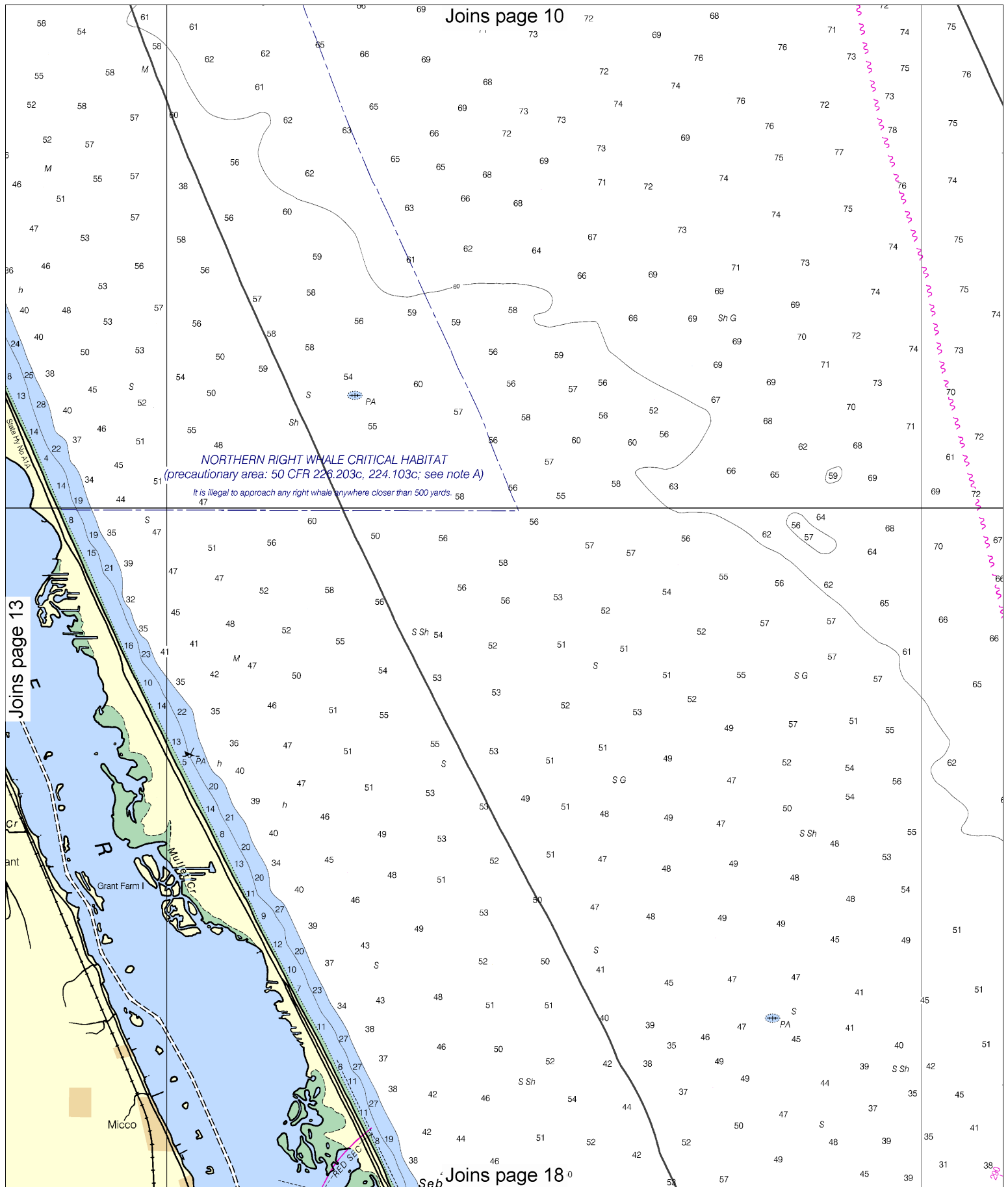
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent survey information that has been evaluated for charting, banded in this diagram by date and type of survey. Charted by the U.S. Army Corps of Engineers are periodically re-surveyed but not shown on this diagram. Refer to Chapter 1, United States Coast Pilot 4 for more information.

SOURCE

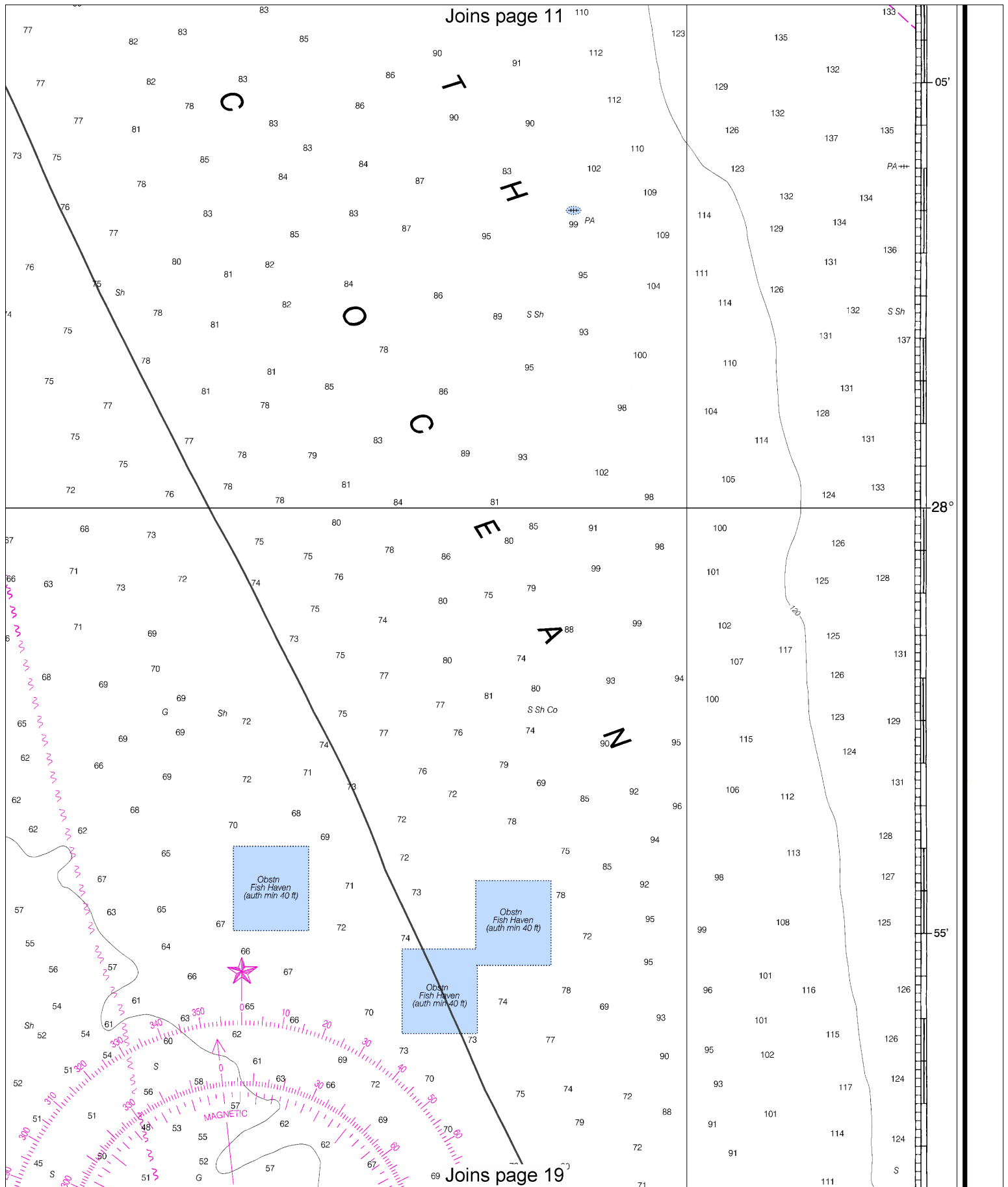
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B2	1970 - 1989	NOS Surveys	Partial
B3	1940 - 1969	NOS Surveys	Partial
B4	1900 - 1939	NOS Surveys	Partial





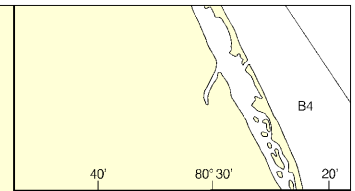
Note: Chart grid lines are aligned with true north.

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 ○ (Accurate location) ◌ (Approximate location)



SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 4 for important supplemental information.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
FLORIDA - EAST COAST

CAPE CANAVERAL TO BETHEL SHOAL

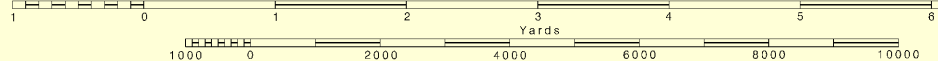
Mercator Projection
 Scale 1:80,000 at Lat. 28°05'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:80,000
 Nautical Miles



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.025" northward and 0.812" eastward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly and critical corrections. Charts are printed when ordered using Print-On-Demand. Editions are available 2-8 weeks before their release as traditional NOAA charts. For more information about Print-on-Demand charts or contact NOAA at <http://ocsddata.noaa.gov> or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

22nd Ed., Feb./10 ■ Corrected through NM Feb. 13/10
 Corrected through LNM Feb. 02/10

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, and improving this chart to the Chief, Marine Chart Division, Office of Navigation and Marine Services, NOAA, Silver Spring, Maryland 20910-3282.

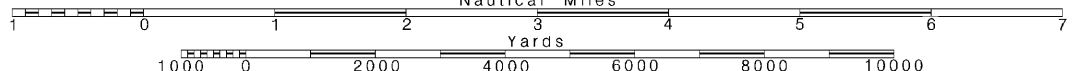
16

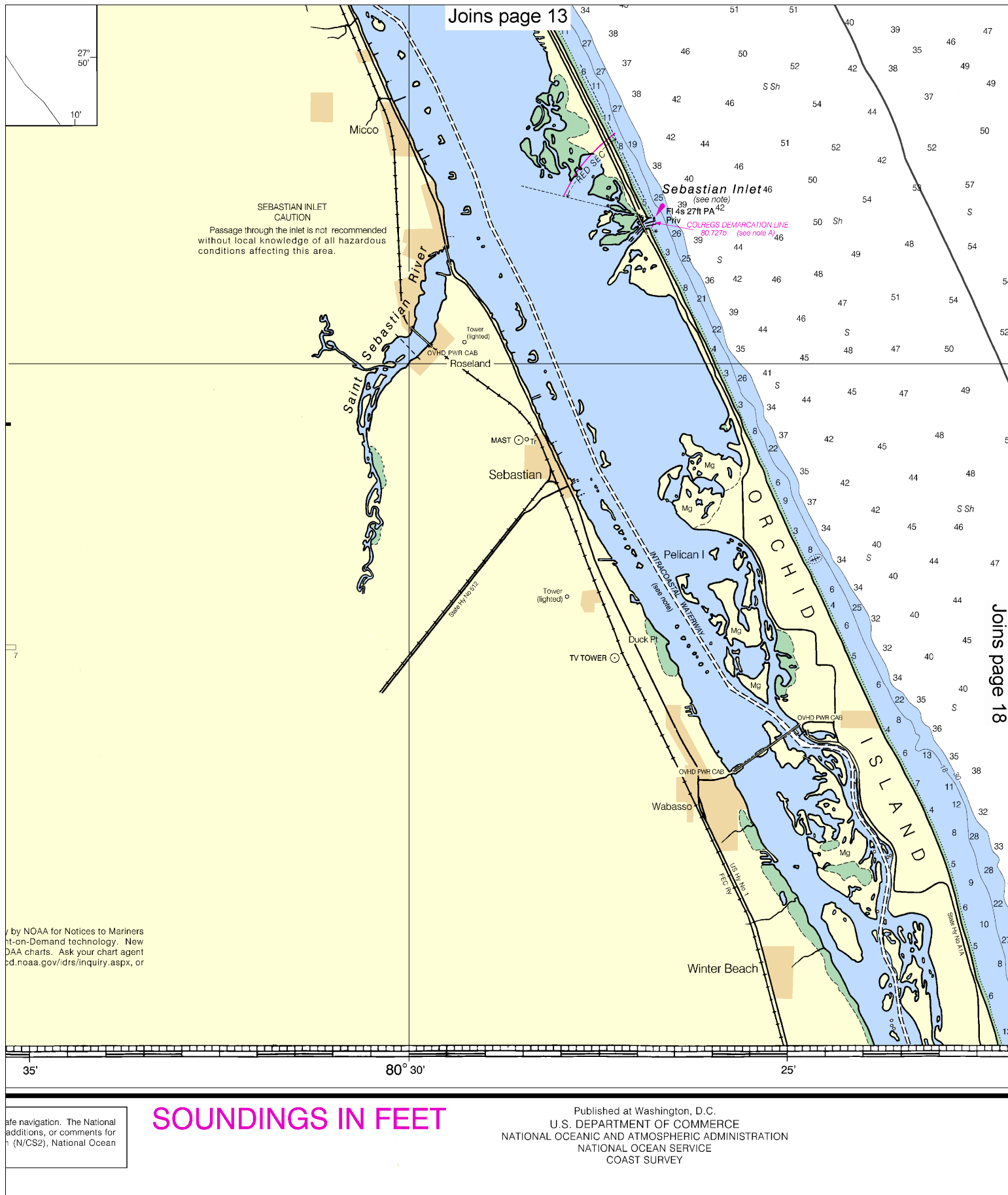
Note: Chart grid lines are aligned with true north.

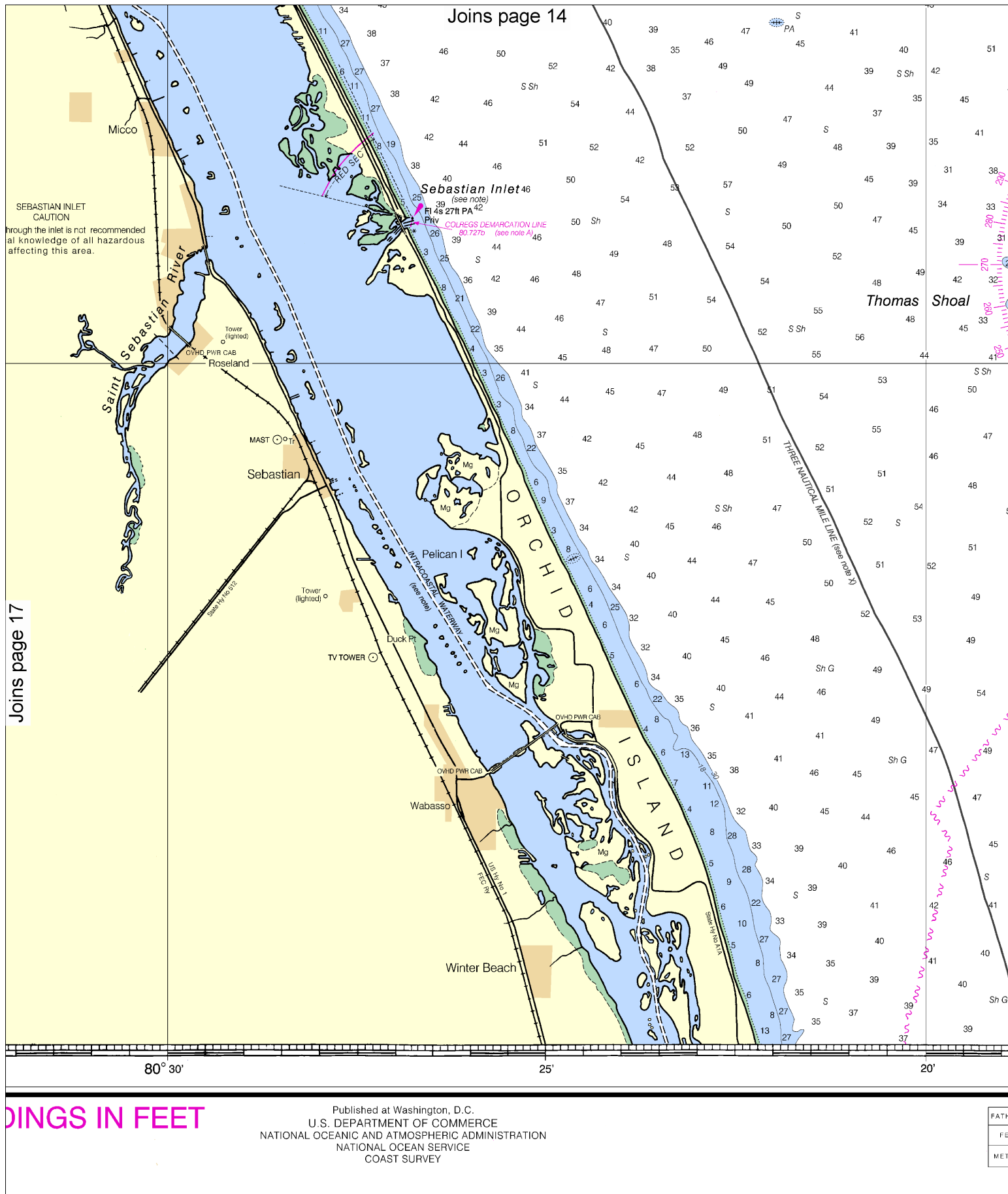
Printed at reduced scale.

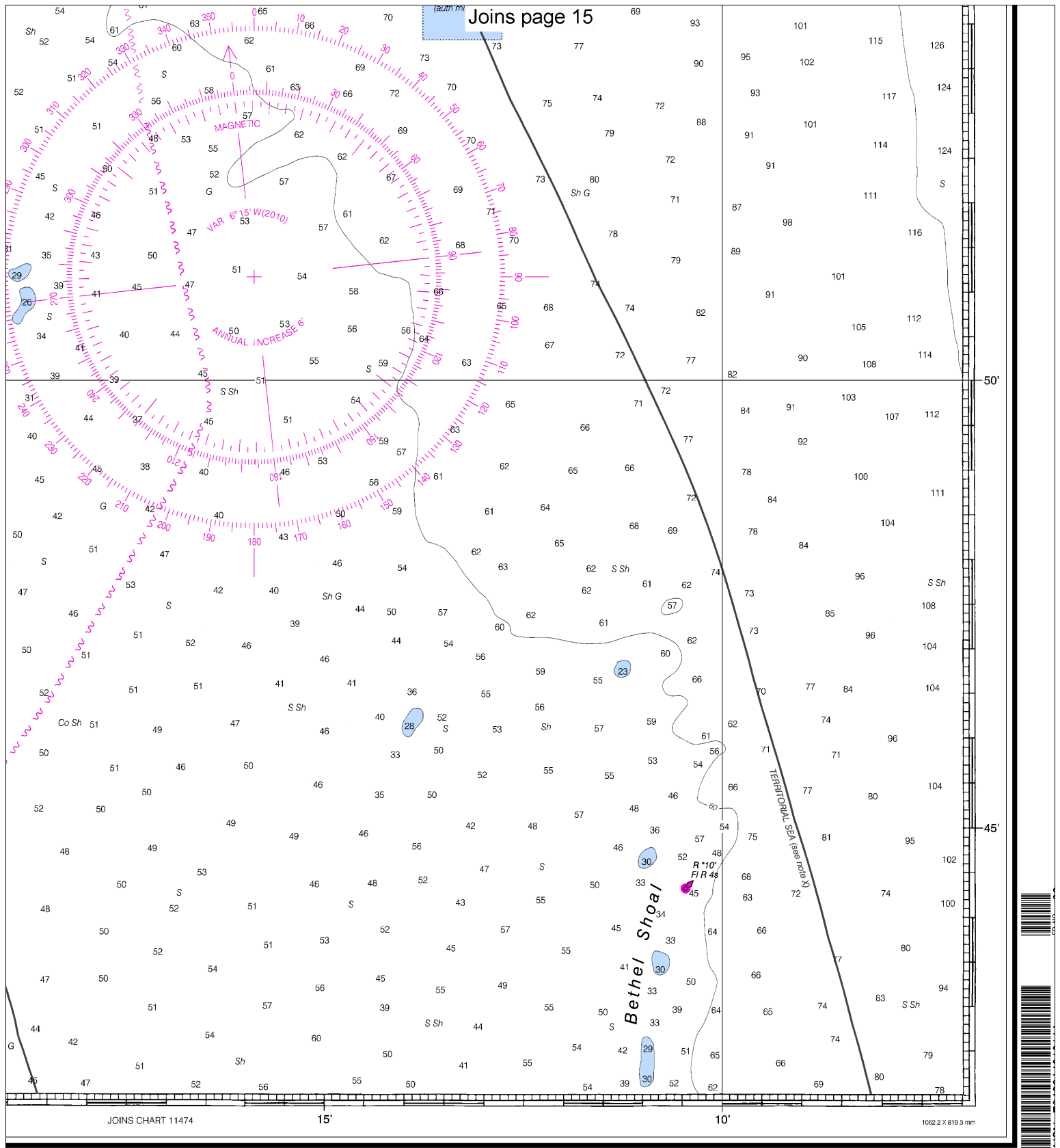
SCALE 1:80,000
 Nautical Miles

See Note on page 5.









Joins page 15

THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Canaveral to Bethel Shoal
SOUNDINGS IN FEET - SCALE 1:80,000

11476



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Weather Service	— http://www.weather.gov/
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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker